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COUNTRY Germany (Soviet Zone) REPORT

TOPIC Brand Airfield 25X1

EVALUATION 25X1 PLACE OBTAINED 25X1

DATE OF CONTENT 25X1

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REMARKS 25X1

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1. On 17 October 1951, Lieutenant Colonel Tsybasov (fnu), previously airfield commandant in Brand, was transferred to the U.S.S.R. and replaced by Captain Avdeyev (fnu). On 26 October, the installations completed within the framework of the first construction stage were accepted by Lieutenant Colonel Karnatovski (fnu). (1)
2. the following were indications of a speedy reoccupation of the field even before work on the second construction stage would be started:
 - a. The construction yard of the German construction firms was moved from the field to a place near the Brand railroad station.
 - b. The prefabricated wooden sheds suitable as quarters and previously available at the utility dump were rented and winterized by the Russians.
 - c. In November 1951, the field was inspected for the first time by Soviet Air Force Major Mateyev (fnu) who created the impression that he acted as billeting officer of a unit which would soon move to the field. (2)
 - d. On 24 October, two unidentified Soviet officers visited the field. They subsequently made inquiries at the Brand railroad station and the local post office concerning the available telephone and railroad cable lines. They were particularly interested in telephone connections to Luckau and Luebben and demanded that twin cable lines be available to both Luckau and Luebben.
3. The second construction stage was completed on schedule by 15 November 1951. The concreting work was already completed on 1 October. During October it was found that, probably as a result of sabotage, pieces of wood and entire boards had been embedded in the runway. They had to be removed. The levelling work 100 meters north and south of the runway and on both sides of the taxiway was completed. The approach lane at the west end of the runway was still being cleared of trees.
4. Work on the second construction stage was scheduled to be started on 15 November. However, the concreting of the northern section of the taxiway with its

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planned hardstands will not begin until March 1952. Lieutenant Colonel Karnatovski explained this delay by the fact that the 1951 budget allocations for construction work at Brand airfield were exhausted. (3) However, work on the construction of billets, the fuel dump and similar installations included in the second construction stage will proceed according to schedule. (4) The civilian labor force employed at the field will be reduced to 600 during the winter. When concreting begins in March, it is planned to employ special workers from the Bauunion Firm in Dresden.

- (5) Work on the following construction projects was started after 15 November:
- a. Two four-meter pits for fuel tanks have been dug. Four and six containers respectively were placed in these pits. The 10 containers had a total storage capacity of 475,000 liters. Five of the tanks with a capacity of 50,000 liters each had arrived from Brandenburg-Arado airfield. (5)
 - b. The concrete roads in the cantonment southeast of the field and a water purification plant were almost completed. Work on the construction of the dwelling house had been started; two of the planned vehicle garages were to be built without delay.
 - c. The Soviet construction supervision ordered that a clearing be made in the wooded area west of the Luebben-Berlin railroad line at a point 400 meters west of the railroad line and 800 meters south of the road from Brand railroad station to Golssen. Source believed that an ammunition dump was to be built there.
6. It is planned to build a barbed wire fence 15 km long around the entire installation. The 600 cubic meters of wood required for this purpose were available.
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7. Prior to 7 December 1951, no aircraft landed at the airfield. However, an advance party including 2 majors, 1 captain, 2 senior lieutenants and about 120 men were observed there. (6) Lieutenant Colonel Zukharukov of the air force construction headquarters in Werder demanded that construction work be accelerated, since the new air unit was expected to arrive at the field by 20 December 1951. (1)
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9. On 5 December, the sanitary installations of the airfield billets were inspected by 15 high ranking medical officers in the presence of Lieutenant Colonel Zukharukov and Major Oleshnik (fnu). (1) The two latter officers promised that the final construction plan for the field would be made available by 15 December. (8)

10. The section of the fuel tank installations located farthest from the road to Krausnick has been completed. In the western portion of this section,

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a fuel tank with a capacity of 100 cubic meters and 2 with a capacity of 60 to 70 cubic meters each have been installed; 6 tanks with a capacity of 60 cubic meters each were installed in its eastern portion. An underground pipe connection between the individual tanks was not available. The tanks are filled by means of aboveground pipe lines. Fuel is planned to be drawn by means of mobile pumps which have not yet arrived at the field. Billeting facilities for a total of 1,000 men as laid down during the first construction stage were available. In the second construction stage it is intended to raise the quartering facilities at the field to 2,000 men.

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11. Between 12 and 25 November, no new Soviet personnel was observed arriving at the field. A tractor of the Soviet tractor brigade was operated on the eastern turning apron. Other soldiers were engaged in hauling trees. Work on the northern section of the taxiway was suspended and was not to be resumed until the spring of 1952. Work was also interrupted on the hardstands. Only levelling work was completed on the eastern hardstands.

12. On 11 November, two employees of the Bauunion fled to the Western sector of Berlin taking along a large sum of money belonging to the firm. On 12 November, the main accountant of the firm committed suicide.

13. An overhead line, coming from the northwest and running along the autobahn as far as the bridge crossing the autobahn west of Staakow, was guarded by two Soviet soldiers. From the bridge the line continues on the ground along the road toward the Brand railroad station via Staakow as far as a small building between this road and the road to Krausnick branching off from the autobahn. From the building the line runs to B.W. and from there continues underground along the road. It then crosses the road to Krausnick, continues along the southern ditch of the road as far as a point 50 meters before triangulation point 69.9, where a transformer station was under construction. (9) The further course of the line could not be determined

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14. During the period from 26 November to 9 December, [] the painting of the low wooden buildings intended as EM quarters was not yet completed. The light poles along the runway had been removed. The airfield appeared to be unoccupied. []
 On 13 and 15 December, 200 to 300 Soviet Air Force soldiers, besides many officers and female air force personnel coming from the direction of Berlin arrived at the field by rail. It was rumored that they had come from Oranienburg. (10) All of the low wooden buildings were partly occupied. Two radio installations were under construction east of the field. On 17 December, boxes and equipment were unloaded from new trucks []

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[] Comments.

(1) The names and assignments of these officers were previously known. []

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(2) The move of Unit Mateyev, the OATB of a bomber regiment, from Oranienburg to Briesen-Brand, was stated on 10 December 1951. []

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(3) The correctness of this explanation is doubted. It appears more probable that this delay was caused by the difficulty of performing this sort of work in winter.

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(4) Two more fuel tanks with a capacity of 1,500 liters each were shipped from Oranienburg to Brand on 15 October 1951.

(5) []

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(7)
(8)
(9)
(10)
This transfer definitely refers to the move of the ground
unit of the bomber regiment from Oranienburg to Brand.

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Construction Plan for Brand Airfield.First Construction Stage:

Runway: Length: 2,500 meters; width: 80 meters.

Southern section of the taxiway:

- a. Width: 18 meters.
- b. Fourteen circular hardstands with a diameter of 36 meters each and connected to the taxiway by lanes 18 meters wide are scheduled to be built on both sides of the taxiway. The hardstands will be consecutively numbered from 1 through 10 and 12, 14, 15 and 17.
- c. At the halfway mark the taxiway will widen out to the north so as to provide space for the parking of aircraft.
- d. Four connecting lanes 18 meters wide will be built between the taxiway and the runway.
- e. Parking sites 60 x 15 meters are designed to be attached to the outer connecting lanes between taxiway and runway.

Second Construction Stage:

Six more hardstands numbered 16, 18, 19, 20, 21 and 22 of the same size as those described above will be built along the southern section of the taxiway. The northern section of the taxiway will be 18 meters wide. It will be provided with 22 circular hardstands in the same size as described above.

Buildings scheduled to be erected:First Construction Stage:

1. Kitchen and supply building.
2. EM quarters.
3. EM quarters with a temporary dispensary in the eastern half of the building.
- 4 and 5 EM quarters.
6. Finnish steam bath.
7. Headquarters building.
- 8, 9 and 10 Officers' billets.
11. Club house.
12. Transformer station.

Second Construction Stage:

- 12a. Dwelling.
13. Hospital.
- 14 through 18 EM quarters.

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19. Stockade.
20. Water works.
21. Six motor vehicle garages, each of them 60 meters long; two of them are half the width of the other four.
22. Welding shop.
23. Motor vehicle repair shop.
24. Open garage.
25. Wash rack for motor vehicles.
26. Guardhouse.
27. Transformer station.
28. Cellar, allegedly for the storage of potatoes, but suitable also for the storage of ammunition.
- 29 and 30. Warehouses provided with cellars.
31. Three ammunition bunkers.
32. Air traffic control buildings.
33. Hangar.
34. Fuel dump with 1 container of 100,000 liter capacity; 7 containers of 50,000 liter capacity; 1 container of 5,000 liter capacity; and 1 container of 20,000 liter capacity. The figures are estimates.
- 35 and 36. Guardhouses.

The construction of a transformer station to be located immediately south of Brand railroad station and the construction of the following concrete roads is included in construction stage II.

- a. Roads with connections to the southern section of the taxiway at the south-eastern edge of the field;
- b. Roads between the garages;
- c. A road from the hangar, passing the flight control building, to the ammunition bunkers and warehouses of the field;
- d. Roads in the area of the fuel dump.

All the roads have a concrete surface 15 centimeters thick.

Former quarters of the Bauunion Firm Berlin.

The following prefabricated wooden buildings previously existing in the construction yard of the Bauunion Berlin were rented by the Russians:

- 4, 5 and 7: Quarters.
- 6 and 16: Low buildings.
- 11: (Kitchen).
- 10: Stone building (previously the office of the construction headquarters).
- 19: (Toilet facilities).
- 27: (previously billets of the construction supervisor).